

News Letter

629
JUNE 54

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MONTANA AERONAUTICS COMMISSION

P. O. Box 1698

Helena, Montana

Member of

National Association of State Aviation Officials

ACCIDENTS?

There have been ten fatalities in seven aircraft accidents within the last 30 days in Montana. Three of these accidents were caused in crop spraying, one accident involved military personnel and one accident involved a pilot stunting at low altitude. There have been seventeen non-fatal accidents within the past 30 days.

This unusual high accident rate should make all pilots in Montana seriously consider their own flying technique and it is probable that investigation of recent accidents will show that they could have been avoided had the pilots involved been properly trained in flying and had they used good judgment in the operation of their aircraft.

This unfortunate series of aircraft accidents certainly is a blow to aviation in our state and it is hoped that you, as a pilot, and the pilot groups to which you belong can work together in pilot education and in the sponsoring of any regulations that may be necessary to avoid a repetition or continuance of technique or practices which may have contributed to this deplorable situation.

The Montana Aeronautics Commission would appreciate constructive suggestions from any pilot or from any flying group on action the commission may take to foster and further the development of aviation in Montana.

AIRCRAFT INDUSTRY NOW NO. 1 EMPLOYER

The aircraft industry has passed the nation's automobile builders to become the largest employer in the U. S.

PLANES, official publication of the Aircraft Industries Association, quoting revised March figures supplied by the Bureau of Labor Statistics, lists aircraft manpower at 823,000 as against 786,000 on the payrolls of auto producers. The publication estimated that, including workers' families, 1,900,000 persons "are directly dependent upon the aircraft and parts payroll for their livelihoods." Am. Avn. Daily

LOW FREQUENCY RANGES

At the last meeting of the ACC Airspace Subcommittee, Air Force member presented a formal request for policy decision from top ACC relative to the decommissioning program pointed out that CAA 1955 budget provided for continued operation of 80% of existing L MF ranges, a system that is completely operational and available to the majority of the users of the airspace. On the other hand, CAA is in the process of installing 449 DME, which can be utilized by only 10 scheduled air carrier and no military aircraft that latter expenditure most unlimely in view of the unsettled status of the Common System of Air Navigation and air traffic control, and it would be more beneficial to the greatest number of users of the airspace if a portion of these funds were utilized for the continuation of L MF range system.

APPRECIATIVE PILOT

Harvie, Montana
June 13, 1954

Mr. Jerry McQuaid
Montana Aeronautics Commission
Helena, Montana

Dear Sir:

Please convey my thanks to all the members of your organization who assisted in the search for me and my airplane, June 11, 1954. It was my impression that the search was conducted efficiently and with comforting dispatch.

Again, many thanks.

Very truly yours,
Nelson Smith

INSURANCE ON BOEING 707 SETS RECORD

Insuring of the Boeing Model 367-80, known as the 707 jet prototype, has set an all-time high record for aviation underwriters and represents about three times the amount ever before covered on a single airplane, it has been revealed.

The world aviation insurance market faced the problem of writing \$6,500,000 all-risks hull insurance on the new airplane during ground and flight tests, which it is anticipated will require two and a half years to complete.—Am. Avn. Daily

LOCAL SERVICE LINES AGAIN GET CONGRESSIONAL SUPPORT

Strong Congressional support for the local service industry was again evidenced as CAB held oral argument in the Service to Fayetteville, Ark., Case. Heading the list proposing new local air service in the southwest and mid-west were Senators Symington, Fulbright, and McClellan and Congressmen Edmondson, Lucas, Harris, Hillebron, and Tumble.

At issue, in addition to first-time air service for Fayetteville, are proposals of Central Airlines to extend northward to Kansas City and eastward to Little Rock, of Tiana Texas Airways for a connecting link between Little Rock and Fort Smith, and of Braniff Airways to suspend at various points in favor of the local lines.

Three CAB Members Denny, Ryan, and Adams were on hand for the morning session at which numerous civic representatives also testified. CAB Examiner Barron Frederick last April urged extension of Central to the Joplin, Kansas City, and Little Rock markets for the duration of its present certificate. Today, congressional support for the local lines marks the second time within a week that Senator and Representative have testified before CAB to continue the local service experiment. Am. Avn. Daily

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations, and to otherwise encourage co-operation and mutual aid among the several states."

MONTHLY REPORT OF THE DIRECTOR

The following items were taken from the monthly report of the director as presented to the Montana Aeronautics Commission at the regular meeting held in Helena on June 17, 1954.

Frontier Airlines Hearing, Washington, D. C.

The director and Henry Lobk attended a hearing before the Civil Aeronautics Board in Washington, D. C. on June 8th on the subject of the approval of an extension of Frontier Airlines to serve various communities in Montana and North Dakota as listed in Docket No. 5777.

Representatives were present from all the Montana cities involved and both congressmen and both senators from Montana appeared at the hearing. Oral argument was presented by representatives of all communities, by the congressional delegation, by the representative of the Aeronautics Commission, by the attorneys representing interested airlines, and by the examiner and legal counsel for the Civil Aeronautics Board. CAB members were very friendly and noted the interest of the communities concerned as shown by the strong delegation from Montana appearing on the case.

No indication was given as to what action would be taken in the Frontier Airlines extension. Representatives of the community expressed their satisfaction with the testimony presented by the commission representatives.

Packers and Guides Annual Meeting

The director was invited to attend the annual meeting of the Packers and Guides Association which was held in Missoula on May 15. A report was given to the group on the mechanics of the search and rescue operations sponsored by the Montana Aeronautics Commission. John Willard of Helena outlined a tentative plan wherein the members of different sportsmen's groups in the state would contribute to a fund, the purpose of which would be to finance operations pertaining to disaster and accidents involving lost hunters.

Enforcement Action on Registration of Agricultural Aircraft

The director and Jerry McQuaid made a tour of the state to check the registration of crop spraying aircraft. Stops were made at Harlowton, Billings, Hardin, Fairbairn, Miles City, Glendive, Sidney, Culbertson, Poplar, Wolf Point, Glasgow, Havre, Fort Benton and Big Sandy.

A complaint was signed and charges were filed against John Burns the flight operator at Sidney who pleaded guilty to violations of the Montana Aeronautics Commission regulations relating to the registration of crop spraying aircraft. Burns was fined \$25.00 by the Justice of the Peace.

A complaint was signed and charges filed against James Montgomery and one of his pilots, at Grand Forks, North Dakota, operating in the vicinity of Havre, who pleaded guilty to not completing registration requirements on crop spraying aircraft and pilots. Fines of \$125.00 were levied on this action.

Action was taken and charges were filed against Warren Mans flying in the vicinity of Fort Benton for operation of a crop spraying airplane with out being properly registered. Jerry McQuaid signed the complaint in this action and the pilot was fined \$25.00 for not being registered.

FOR SALE

A Piper Super Cruiser with 100 HP Lycoming 850 h.p. T. T. Licensed to March 1955. Radio, light, spare prop and tire. \$1,100 cash or trade for an Aerona Chief 85 HP, side by side in top shape. Write N. D. Coaler, Pres., Ronan Flyer, Inc. Ronan, Montana.

1947 Super Cruiser 325 T. T. wings covered 1954 22 cubic with rubber lined. Two way radio, Blind Group, licensed April 1955. Like new condition, \$1,600, will trade. Write Bob's Aviation Service, Hardin, Montana.

WANTED

PA1190 with or without sprayer, all pertinent literature please. Write Bob's Aviation Service, Hardin, Montana.

ATTENTION—MONTANA PILOTS

Let's get together on the map. There will be a two-day check barbecue at Laurel on July 18th. Fly in and out in the fun. Bring your best wings. Get your name in the pot by advising Clay Greening, 516 Washington Avenue, Laurel, Montana. Free food and entertainment. Fly all come to Laurel Hangar Sunday, July 18th at twelve o'clock. Airport located one mile north of Laurel.

NOTES ON TURBULENCE

by
R. A. Dightman
U. S. WEATHER BUREAU

Most types of trouble, and fly no worth in the air, and avoid, but on turbulence is one type that can be encountered any time. The fact that on turbulence is experienced so often when the air is clear when causes are not too apparent, makes it a little difficult to avoid. Be careful of you who fly like it is a smooth, sometimes it is a roller coaster here in a few tips on how to avoid the worst rough spots, and how to get out of roughness once it has been met.

The reason of the year with the most turbulence is in Montana in summer, but July and August are particularly. Not that it is not rough any time during the year, but it gets rough in the summer almost every afternoon. This is the first tip, flying during the early morning hours, until mid-morning, is generally better in July, August, and early September, than any other time of day. This is because winds are generally lighter at lower levels, then, and the sun's heat does not start convective currents until mid-morning. Turbulent conditions are generally started by the sun along about midday.

That's well enough, but how about those who have to fly during the day? Well, while it is true that these pilots won't be able to find it as much as the early birds there are a few things that will help. First, when it is windy, the closer one flies to rough terrain, mountains, gorges, etc., the rougher it will be, especially on the downwind side. The hint here is to give up Montana mountains a wide berth or possible within reason. Downwind in the downwind side are troublesome, but they are part of the same problem. It helps also, if you have to fly mountains, to fly high enough to escape some of the roughness, but here consideration of ceiling, headwinds, and mid-level winds, sometimes will force taking a little more turbulence than is comfortable. It also is worth remembering, when flying very low, that building, trees, etc., can produce turbulence just as mountains can, even in relatively flat country.

Then there is the convective turbulence that mounts itself in its most potent form in the thunderstorm. Pilots have many myths about those who practice flying into thunder roads, myths we use in order to keep them here. But the same forces that create the violent thunderstorm up and down currents often operate on a somewhat smaller, but nonetheless rough scale in clear air on a warm, sunny summer afternoon. On a hot July afternoon if you have ever flown at fairly low levels, home and on a scale like that any size, to over land, you will know what we mean. Over the lake it all then will be light if any convective, but over the land, particularly if it is a lake and that it is a corn field, then it will be plenty. All the different heat absorption between different surfaces, such as a nice big green wheat field and an adjoining nice dry fallow patch, will generally be felt in a roughness in the boundaries between fields. The suggestion here is that flight be high enough to escape the worst of it, or that the type of roughness is generally less evident at higher flight levels. Of course headwinds at the high level may mean that it is more difficult to do much about it, but sometimes a little roughness is worth a little lower ground speed. Y me for a smoother flying.



Mrs. Loretta B. Peck
School of Mines
Butte, Montana

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